

Freight Implementation Plan

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List of Acronyms

CERB/REV	Community Economic Revitalization Board/Rural Economic Vitality
<u>CIPP</u>	Capital Improvement and Preservation Program (WSDOT)
<u>CVISN</u>	Commercial Vehicle Information Systems and Networks
CVO	Commercial Vehicle Operations
DCL	Dedicated Commuter Lane
<u>EWITS</u>	Eastern Washington Intermodal Transportation Study
<u>FAST</u>	Freight Action Strategy Corridor
<u>EGTS</u>	Freight and Goods Transportation System
<u>FHWA</u>	Federal Highway Administration
<u>FMCSA</u>	Federal Motor Carrier Safety Administration
<u>FMSIB</u>	Freight Mobility Strategic Investment Board
<u>FS&P</u>	Office of Freight Strategy and Policy (WSDOT)
<u>HSP</u>	Highway System Plan (WSDOT)
I/C	Highway Interchange
<u>IMTC</u>	International Mobility and Trade Corridor
<u>ITS</u>	Intelligent Transportation Systems
NAFTA	North American Free Trade Agreement
<u>PSRC</u>	Puget Sound Regional Council
RR	Railroad
<u>SFTA</u>	Strategic Freight Transportation Analysis
<u>TEA-21</u>	Transportation Equity Act for the 21st Century
<u>USDOT</u>	United States Department of Transportation
<u>WSDOT</u>	Washington State Department of Transportation
<u>WSF</u>	Washington State Ferries
<u>WTP</u>	Washington Transportation Plan (WSDOT)

Freight Implementation Plan

EXECUTIVE SUMMARY

The importance of freight mobility to Washington State cannot be overstated. We enjoy strategic advantages in foreign import and export markets as well as domestic markets. This is due in part to our geographic location, natural deep-water harbors and a developed river system that provides transport, irrigation to croplands, and hydroelectric power. These advantages should not be taken for granted and can be negated by our failure to invest in freight systems and infrastructure.

The Washington State Department of Transportation (WSDOT) [Office of Freight Strategy and Policy](#) was created in 2001 to focus, coordinate and provide leadership for freight issues. [The Freight Implementation Plan](#) is intended to show a comprehensive overview of WSDOT internal freight strategies and elements and ultimately create an environment that produces projects that move freight.

The Freight Implementation Plan identifies who is working on WSDOT freight-related issues, what they are doing and when they are going to do it, and how it fits with existing plans and budgets.

The freight policy goal of the [Washington Transportation Plan](#) is to ensure that freight movement is reliable and transportation investments support Washington's strategic trade advantage. Problems that undermine the freight policy goal include:

- traffic congestion, which causes delays in freight movement and increased delivery costs,
- conflicts between rail and roadway traffic,
- substandard bridges and roadways unable to safely convey freight traffic,
- delays at the U.S./Canadian border,
- delays at weigh stations, and
- inefficient port access.

Freight programs and elements at WSDOT created to address these problems include:

- [Highway System Plan](#) (Planning and Capital Program Management Division)
- I-1 Mobility/Congestion Relief Program (Planning and Capital Program Management Division)
- I-3 Economic Initiatives Program (Planning and Capital Program Management Division)
- [Advanced Technology Branch](#) (Engineering and Regional Operations Division)
- [Motor Carrier Services](#) (Engineering and Regional Operations Division)

- [Freight Rail](#) (Public Transportation and Rail Division)
- [Freight Action Strategy \(FAST\) Corridor](#) (Urban Corridors Office)
- Air Cargo and Air Freight (Aviation Division)
- Private Sector Economic Development (Transportation Economic Partnerships Division)
- Commercial Vehicle Management (Washington State Ferries)
- [Strategic Freight Transportation Analysis \(SFTA\)](#) (Transportation Research Office)
- [Transportation Data Office](#) (Planning and Capital Program Management Division)

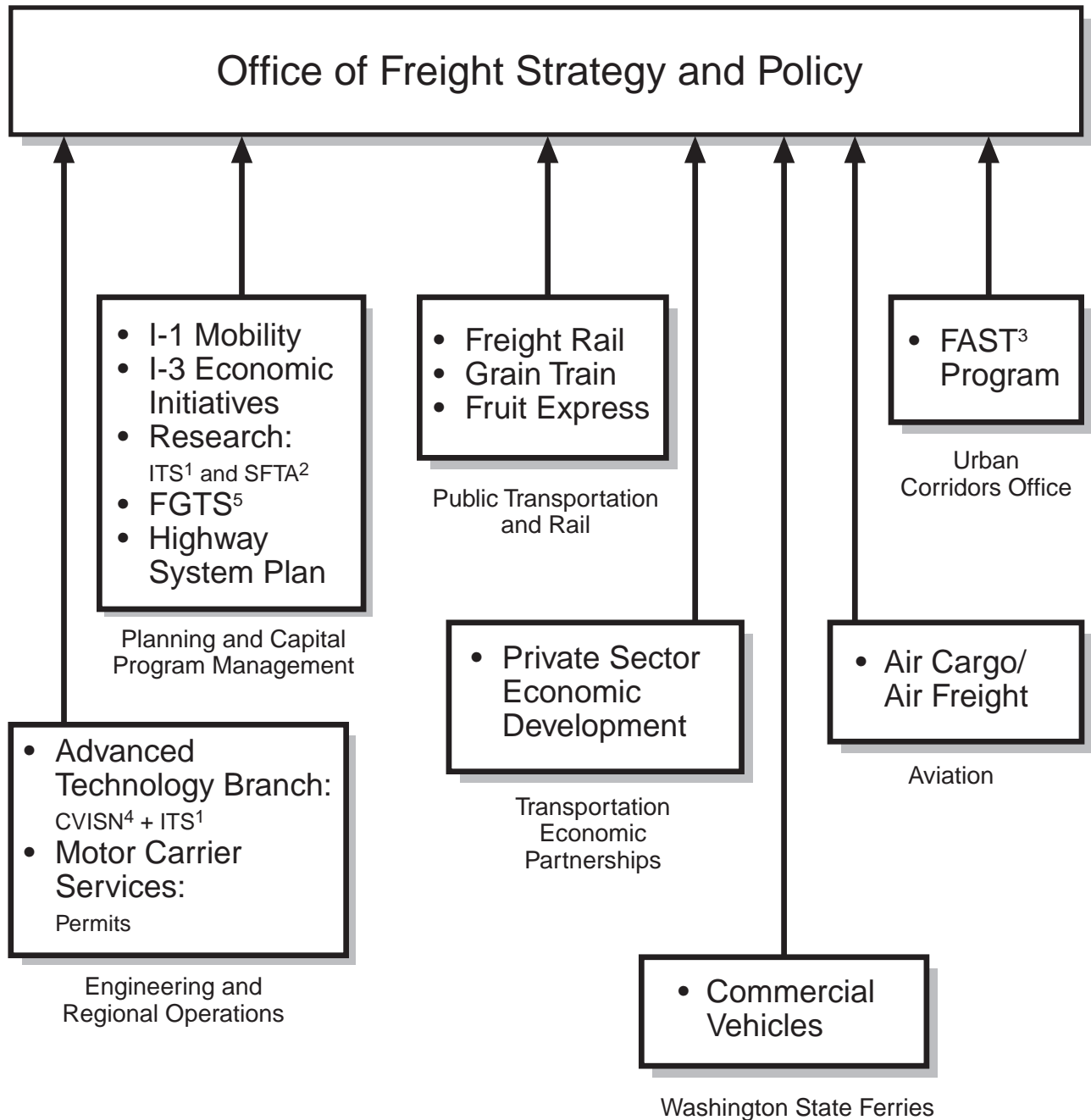
Details about these programs and elements are found in Tables 1 and 2. Lists of freight projects from WSDOT, the [Freight Action Strategy \(FAST\) Corridor](#) and the [International Mobility and Trade Corridor \(IMTC\) Project](#) are included in Appendices A through C. The Office of Freight Strategy and Policy will also work with emerging freight groups throughout the state to foster their development. There are several types of federal or state funds that can be used to pay for capital freight projects.

While the majority of WSDOT freight projects have straightforward funding packages consisting of state and federal funds, funding for [FAST](#) and [Freight Mobility Strategic Investment Board](#) projects frequently involves a mix of all funding sources available.

A March 2002 transportation revenue bill passed by the legislature provided new revenue for transportation projects, but the referendum vote required to implement it (Referendum 51) failed at the polls in November. The projects that would have been funded (“new law projects”) have been deferred indefinitely. Information about R-51 freight-related projects is provided in Appendix D. Funding strategies for freight-related and other new transportation projects remains an ongoing issue for state transportation leaders.

It is the goal of the Freight Implementation Plan to keep pace with the changing freight environment. The plan is reviewed and updated on a regular basis and no less than once a year. One of the biggest and most immediate needs is access to up-to-date freight data. The Office of Freight Strategy and Policy intends to identify freight problems that are not being addressed or solved by current projects. A WSDOT freight working group has been created to analyze the freight gaps and propose strategies for addressing them.

Figure 1: Freight Elements at WSDOT



1 – ITS = Intelligent Transportation Systems

2 – SFTA = Strategic Freight Transportation Analysis

3 – FAST = Freight Action Strategy Corridor

4 – CVISN = Commercial Vehicle information Systems and Networks

5 – FGTS = Freight and Goods Transportation System

Office of Freight Strategy and Policy

Freight Implementation Plan

November 2002

Introduction

The importance of freight mobility to Washington State cannot be overstated. It is freight mobility that brings materials or components to the worksite to produce value added goods or services. Without efficient freight movement, our agricultural bounty would be unable to arrive at markets and access to foreign markets for all of our products would not happen.

A few facts relative to the importance of freight movement to our economic well being include:

- One in four jobs in the state are dependent on foreign trade¹.
- Forty-three percent of the nation's wheat travels on Washington rivers².
- Since NAFTA (1993), truck traffic at the Canadian border has increased almost one hundred percent.³
- Freight and goods tonnage moved by road in the state has increased 116 percent since 1980.⁴
- Puget Sound deep-water ports have the second highest level of container traffic in the United States.¹

These impressive statistics are due in part to our geographic location, natural deep-water harbors and a developed river system that provides transport, irrigation to croplands, and hydroelectric power. These advantages should not be taken for granted and can be negated by our failure to invest in freight systems and infrastructure.

As part of a 2001 Washington State Department of Transportation (WSDOT) reorganization, the [Office of Freight Strategy and Policy](#) was created. The purpose of this office is to focus, coordinate and provide leadership for freight issues. The Transportation Commission's FY02 Work Program requires the Office of Freight Strategy and Policy to "develop an implementation plan for focusing and coordinating WSDOT freight initiatives within the 2003-2013 Washington Transportation Plan (WTP) Implementation Plan and 03-05 budget proposals". In compliance with this directive, the Freight Implementation Plan was created.

¹ Washington Association of Public Ports

² WSDOT Rail Office

³ IMTC 2001 Resource Manual

⁴ WSDOT CIPP 2001

Purpose

The Freight Implementation Plan is intended to show a comprehensive overview of WSDOT internal freight strategies and elements. Its purpose is to lay the groundwork and create an environment that produces projects that move freight.

The Freight Implementation Plan identifies who is working on WSDOT freight-related issues, what they are doing and when they are going to do it, and how it fits together with existing plans and budgets.

The Freight Implementation Plan is a dynamic document that will change frequently as new information becomes available, programs move forward, and budgets change.

Background

In 1998, the state legislature directed WSDOT to focus on five primary goals, one of which is freight mobility. The goal is to ensure that freight movement is reliable and transportation investments support Washington's strategic trade advantage. The objectives are to reduce barriers that cause delays and maintain freight movement in the event of alterations to the Columbia/Snake River system.

A number of freight mobility and related issues are identified in the 2003-2022 WTP and the 2001 Freight and Goods Transportation System Update, including

- Removal of Barriers to freight movement, such as conflicts between rail and highway traffic; highway capacity, congestion, and condition; access to intermodal transfer facilities; and other barriers that cause delays.
- Collection and Analysis of Essential Data to guide designation and implementation of a freight and goods transportation system. Immediate data needs include but are not limited to truck origin, destination, and commodity type.
- Maintain Washington's Strategic Trade Advantage by enabling competitive freight movement through transportation investments. Delays lead to increased delivery costs and inefficient delivery of goods and services, which will lead to the loss of Washington's competitive edge. Planning for future increases in port imports and exports and gross tonnage for freight moved is essential.
- Obtain Financial Support for investments in freight transportation services and infrastructure. Include freight strategy concerns in the development of highway system plans.
- Streamline Laws and Regulations impacting freight transportation.

- Find Alternatives to the Snake/Columbia River barge freight transport system in the event that Snake River dam breaching proposals become reality.

In order to address these issues with success, coordination between WSDOT freight elements is essential. Of critical importance are junctions where freight is transferred from one mode to another and pathways that connect one freight system to another. The Freight Implementation Plan provides a basis from which improved coordination can move forward.

Freight Elements at WSDOT

The Washington Transportation Plan

The Washington Transportation Plan (WTP) is the state's blueprint for implementation programs and budget development to be pursued in coming years. The 2003-2022 update of the 1997-2016 WTP contains an overview of current conditions facing the statewide transportation system, an assessment of the state's transportation investment needs for the next 20 years, and a statewide policy for transportation.

Modes of freight movement identified in the WTP include air freight, rail freight, short-haul intermodal (trucks and trains moving commodities less than 700 miles), highway freight, and water freight (barges). Also included are ports and junctions where these transportation modes meet. The tonnage of goods and freight moved on state roads and through state ports has increased steadily since 1980 and is expected to double from 1995 to 2020. Washington State enjoys a strategic trade advantage due to its heavy volume of import/export business. When goods cannot be moved efficiently from origin to destination, this trade advantage and the economic vitality it provides are threatened.

As previously stated, the freight policy goal of the WTP is to ensure that freight movement is reliable and transportation investments support Washington's strategic trade advantage. The main objectives are to remove barriers that delay the effective and reliable movement of freight and to maintain the ability to move freight and goods in the event of alterations to the Columbia/Snake River system as a transportation right-of-way. Problems that undermine the freight policy goal include:

- traffic congestion, which causes delays in freight movement and increased delivery costs,
- conflicts between rail and roadway traffic,
- substandard bridges and roadways unable to safely convey freight traffic,
- delays at the U.S./Canadian border,
- delays at weigh stations, and
- inefficient port access.

WSDOT Freight Programs and Elements

The movement of freight and goods in Washington occurs in a wide variety of ways via several modes of transportation. Freight programs and freight-specific elements at WSDOT are found in several places within the organization, depending on the nature of the freight movement ([Figure 1](#), p. v). These programs and elements include:

- [Highway System Plan](#) (Planning and Capital Program Management Division)
- I-1 Mobility/Congestion Relief Program (Planning and Capital Program Management Division)
- I-3 Economic Initiatives Program (Planning and Capital Program Management Division)
- [Advanced Technology Branch](#) (Engineering and Regional Operations Division)
- [Motor Carrier Services](#) (Engineering and Regional Operations Division)
- [Freight Rail](#) (Public Transportation and Rail Division)
- [Freight Action Strategy \(FAST\) Corridor](#) (Urban Corridors Office)
- Air Cargo and Air Freight (Aviation Division)
- Private Sector Economic Development (Transportation Economic Partnerships Division)
- Commercial Vehicle Management (Washington State Ferries)
- [Strategic Freight Transportation Analysis \(SFTA\)](#) (Transportation Research Office)
- [Transportation Data Office](#) (Planning and Capital Program Management Division)

More details about these programs and elements are provided in [Table 1: WSDOT Freight Programs Information](#), following page 8. [Table 2: WSDOT Projects with Freight Applications](#) provides past and current WSDOT freight project information by program. Completed and current law projects with freight elements are shown on maps in [Figures 2 & 3](#) (pp. vi & vii) (Washington State map and Puget Sound Region map). [Table 3: How WSDOT Freight Programs Meet Washington Transportation Plan Freight Investment Goals](#) shows the relationship of WSDOT freight programs to the Washington Transportation Plan. A list of 2002 current law WSDOT freight improvement projects is presented in [Appendix A](#).

[Strategic Freight Transportation Analysis \(SFTA\)](#) (Updated Nov. 1, 2002)

The Strategic Freight Transportation Analysis (SFTA) is a statewide research and implementation project sponsored by WSDOT, the Freight Mobility Strategic Investment Board, cities, and counties via contract with Washington State University. The project is designed to analyze existing conditions and recommend enhancements to the freight mobility transportation system in Washington State. SFTA will update and broaden the very successful Eastern Washington Intermodal Transportation Study ([EWITS](#)) of 1992-1999.

While EWITS had an Eastern Washington freight needs focus, SFTA will address the entire state. Also, SFTA will incorporate the changes to our dynamic freight system brought about by the North American Free Trade Agreement (NAFTA) and changes to our base economy.

The SFTA research project received funding in the amount of \$600,000 during the 2001-03 biennium. The request for funding totaled \$1.8 million over a six-year period.

The current SFTA phase (2001-03) focuses on:

- Full project scoping;
- Statewide origin and destination truck survey;
- Analysis of short line railroad economic issues with an emphasis on identifying capital and operational needs;
- Identification of a strategic resources access road network. This effort will identify the state and local road network essential for the flow of commodities vital to our economy.
- Adaptive research management, including research for identification of freight chokepoints and demand for 24-hour US/Canada border crossings.

Future efforts in the 2003-05 and 2005-07 biennia include a continuation of current work and identification of trade and traffic flows, identification of freight corridors, updating and verifying databases, identifying emerging trends, and additional adaptive research management techniques that allow the SFTA work to contribute in a timely fashion to emerging political and economic issues and assist decision makers at all levels with investment choices.

In formulating policy, SFTA will provide new data sources and analyses that will allow for strategic coordinated decision-making.

Working With Other Freight Partners

[Freight Action Strategy \(FAST\) Corridor](#) (Updated Nov. 1, 2002)

The FAST Corridor partnership is co-administered by WSDOT and the Puget Sound Regional Council (PSRC). FAST partners include cities and counties, ports, transportation agencies, economic development organizations, railroads, and trucking and business community representatives. The Fast Corridor focuses on the broad geographic corridor near north-south rail lines connecting the cities of Everett, Seattle, and Tacoma. FAST is managed by a team of partner representatives known as the FAST Cast. Funding is received from the United States Department of Transportation (USDOT) Borders and Corridors program, augmented by local, private and public funding.

FAST Corridor Phase I (1996-2004) is building 15 railroad grade separations and port access projects to improve freight movement along the I-5 corridor ([Appendix B](#)). Four projects are completed. A Phase II list of projects was developed in 2002, also shown in [Appendix B](#). Those FAST projects for which WSDOT has a lead role are also noted in [Table 2](#).

[Freight Mobility Strategic Investment Board \(FMSIB\)](#) (Updated Nov. 1, 2002)

The Freight Mobility Strategic Investment Board (FMSIB) is a state government office created by the Washington State Legislature in 1998. The purpose of FMSIB is to administer a program of projects and strategies designed to lessen the impacts of freight movement on local communities, and to facilitate efficient and profitable freight movement in Washington State. The 9-member board consists of representatives from Washington ports, railroads, cities, counties, WSDOT, the governor's office, truckers, steamship operators and private citizens. By recommending state funding assistance for freight projects, FMSIB promotes the importance of improved freight mobility to the state's economy and improves communication and understanding of freight issues at the local level. Periodically, FMSIB issues a call for projects in order to maintain a six-year list of active projects.

[International Mobility and Trade Corridor Project \(IMTC\)](#)

The International Mobility and Trade Corridor (IMTC) Project is a U.S.-Canadian coalition of businesses and government entities formed to jointly identify and pursue improvements to cross-border mobility in the Cascade Gateway. The Cascade Gateway is the grouping of four Washington State-British Columbia border stations: Peace Arch, Pacific Highway, Lynden/Aldergrove, and Sumas/Huntingdon. Peace Arch is open for cars only, and Lynden has restricted truck volume. The other two stations are open for all modes of traffic.

IMTC initially came together in 1997 in response to growing cross-border congestion, increases in NAFTA trade volumes, and emerging national-level programs and policies aimed at improving cross-border mobility. Examples of such

initiatives include the U.S. Department of Transportation's Coordinated Border Infrastructure Program, the Shared Border Accord, and regional cross-border planning efforts by the U.S. General Services Administration.

The shared goal is to better facilitate trade, transportation, and tourism with innovative improvements to infrastructure, operations, and technology. Over fifty public and private organizations from the U.S. and Canada, including WSDOT, constitute the IMTC project. IMTC is identifying a future cross-border system as well as facilitating better coordination of investments today.

With the increased emphasis on border security, the IMTC has the potential to make a major contribution to solving deficient border related issues.

A list of IMTC proposed projects for FY 2002 is presented in [Appendix C](#).

The success of FAST, FMSIB and IMTC can serve as models for other areas of the state. To a large degree this success is based on strong partnerships and leadership. The Office of Freight Strategy and Policy will work with emerging groups to foster their development. This can be done through direct participation, providing technical assistance, coordinating projects, pointing out funding opportunities and in some cases, providing funding.

Financing Freight Projects

There are several types of federal and state funds that can be used to pay for capital freight projects. Among these are:

- Federal TEA-21 Highways Programs –
For the most part based on formulae
- Federal Borders and Corridors Program –
A competitive grant program
- Federal Discretionary Funds –
Sometimes referred to as congressional earmarks
- Special Federal Funding –
Often but not always competitive grants. Funds programs such as Intelligent Transportation Systems.
- State Motor Vehicle Fund –
Sometimes referred to as the “gas tax.” These funds can only be used for highway/roadway projects.
- State Transportation Multi-modal Account –
State funds that can fund transportation projects that have other than highway/roadway applications
- State Essential Rail Account –
State funds available to preserve essential rail service
- State CERB/REV Funds –
A grant/loan program administered by the Community Economic Revitalization Board. Funds are available to ports or local governments and can fund freight projects.
- Ports, Local Governments and the Private Sector –
On occasion, these entities have combined their funds with WSDOT funds to finance freight projects.
- Special or Unanticipated Funding –
A good example of this type of funding is “oil rebate funds,” which financed the original Grain Train.

While the majority of WSDOT freight projects have straightforward funding packages consisting of state and federal funds, the same is not true for organizations like FAST or FMSIB. Funding for FAST and FMSIB projects frequently involves a mix of all funding sources available.

2002 Transportation Revenue Bill and Referendum 51

On March 14, 2002 the legislature passed a transportation revenue bill that contained a referendum clause for a vote by the people in November 2002. The referendum, known as Referendum 51 on the ballot, included a 9-cent increase in state gas tax, a one percent sales tax on the sale of vehicles and a 30 percent increase in gross weight fees for trucks. Projects funded by these revenues were intended to enhance road safety, ease congestion and improve freight mobility.

Referendum 51 (R-51) failed at the polls and the projects that would have been funded (known as “new law projects”) have been deferred indefinitely. Information about R-51 freight-related projects *only* (a subset of *all* new law projects), including maps, is found in [Appendix D](#). More information about Referendum 51 can be found at <http://www.leg.wa.gov/senate/scs/tran/2002overview.htm>

Possible new funding sources and best ways to spend existing funds for freight-related and other new transportation projects remains an ongoing issue for the department of transportation, the transportation commission and the state legislature.

Plan Updates and Next Steps

Plan Updates

As mentioned previously, the Freight Implementation Plan is a dynamic document that must be able to address changing conditions in the freight world. For example, the terrorist attacks on September 11, 2001 immediately shifted international border crossing focus from increased crossing speed to increased security. New technology, regulations or environmental concerns may all influence the efficiency of freight movement in Washington State. Legislative and voter decisions influence freight projects and priorities. It is the goal of this plan to keep pace with the changing freight environment. The plan is reviewed and updated on a regular basis and no less than once a year.

Next Steps

The Office of Freight Strategy and Policy (FS&P) was created to provide WSDOT leadership for freight issues and develop freight policy. In order to do this, more freight-related information is needed. One of the biggest and most immediate needs is identification of gaps in WSDOT's freight improvement efforts. FS&P intends to identify freight problems that are not being addressed or solved by current projects. A WSDOT freight working group has been created by FS&P to analyze the freight gaps and propose strategies for addressing them. Freight data needs, identification of chokepoints, identification of strategic freight corridors, and barriers to freight transfer and movement will also be addressed.

TABLE 1 - WSDOT FREIGHT PROGRAMS INFORMATION

Who		What				When
Name of Office	Contact Person	WSDOT Freight Element or Program	Intent	Description	WTP 03-22 Freight Related Elements	Next Plan Update Due
Freight Strategy and Policy	John Doyle (360-705-7931)	Freight Implementation Plan; point of contact for all WSDOT freight-related issues	Provide leadership for freight issues.	This office serves as the principal point of contact for freight issues at WSDOT; assists with freight-related decision-making, partnerships, research, policy, and coordination of department activities.	All statewide focus issues on freight movement	First Plan: May, 2002 - Updated regularly - Freight Implementation Plan
Planning and Capital Program Management, Transportation Planning Office	Greg Lippincott (360-705-7951)	Highway System Plan (HSP)	Moving goods.	The State Highway System Plan is the element of the WTP that addresses the needs of the state's highway system.	-- Expansion of CVISN and other advanced technology	2004 (for 2005-2024 HSP)
					-- Construction of Weigh-in-Motion facilities	
					-- Reduction of at-grade intersections	
					-- Other investments to reduce barriers to freight movement	
Planning and Capital Program Management, Transportation Planning Office	Jim Klinck (360-705-7969)	Freight and Goods Transportation System (FGTS)	To track trends in freight and goods movement on T-1 and T-2 highways.	The FGTS Update and Atlas identify and rank freight corridors based on tonnage carried to comply with state and federal requirements and provide policy makers with the data required to make freight-related decisions in Washington State.	Provides data to guide freight-related investments in the state highway system, as identified in the WTP	Unknown (FGTS Update and Atlas) Responsibility unclear. RCW 47.05.021 (4) states "The transportation commission shall designate a freight and goods transportation system." RCW 47.06A.020 (3) states "The [FMSIB] board shall designate strategic freight corridors [and] update the list... every two years." NOTE: The Freight Strategy Office will resolve this apparent conflict.
Planning and Capital Program Management, I-1 Programs	Roy Grinnell (360-705-7133)	I-1 Funds: Mobility (Congestion Relief)	Reduce travel times for freight and people and make travel times more reliable.	Reduce travel times by making highway system improvements that enhance or preserve capacity and relieve congestion and delays.	Upgrade to four-lane roadways. Solutions include adding general purpose lanes and constructing new corridors, including on major freight routes.	Fall, 2002 Capital Improvement and Preservation Program (Legislative Book)
					-- ITS elements	
Planning and Capital Program Management, I-3 Programs	John McLaughlin (360-705-7135)	I-3 Funds: Economic Initiatives	Construct projects that improve freight movement on state highways.	Improve freight mobility by strengthening roads and preventing road closures from avalanche/flood, reducing delays at border crossings, expanding major freight trunk systems, and reducing detours due to height restricted bridges.	-- Upgrades to reduce road freeze/thaw damage	Fall, 2002 Capital Improvement and Preservation Program (Legislative Book)
					-- Upgrades to reduce road closures from avalanche/flood	
					-- Four-lane freight trunk system	
					-- Replacing/upgrading height and weight restricted bridges and tunnels	
Engineering and Regional Operations Division, Maintenance and Operations Programs	Pete Briglia (206-543-3331)	Advanced Technology Branch, Intelligent Transportation Systems (ITS)	Apply technology to move freight across borders, over highways, and through ports.	This program uses Intelligent Transportation Systems (ITS) to facilitate freight movement. Projects include truck and container tracking, internet cameras, congestion notification systems at ports, and application of freight data obtained by these projects.	-- Creating and updating Weigh-in-Motion stations	December, 2002 New Document: Statewide ITS Architecture and Communications Plan
					-- Improving and maintaining efficient port access	
					-- Improving operations and updating technology at the U.S./Canadian border crossing	
Engineering and Regional Operations Division, Maintenance and Operations Programs	Barry Diseth (360-704-6346)	Motor Carrier Services	To provide safety to motorists, preserve infrastructure and support the motor carrier industry.	Issue permits that regulate the movement of oversize / overweight vehicles and/or loads on the state highway network. Preserves road and bridge infrastructure by proper routing of overweight/oversize loads. Administers state vehicle size and weight laws and coordinates with multiple in-state and out-of-state jurisdictions on matters concerning vehicle size and weight.	-- Meets WTP intent by preventing unnecessary road infrastructure damage due to legal overloads	2004 (hard copy) WA State Commercial Vehicle Guide
					-- Improving operations and updating technology at the U.S./Canadian border crossing	

TABLE 1 - WSDOT FREIGHT PROGRAMS INFORMATION

Who		What				When
Name of Office	Contact Person	WSDOT Freight Element or Program	Intent	Description	WTP 03-22 Freight Related Elements	Next Plan Update Due
Public Transportation and Rail	Ken Uznanski (360-705-7905) / Stephen Anderson (360-705-6903)	Freight Rail	Preserve essential rail service -- keep rail freight lines active and part of the freight movement system.	Freight Rail works with rail carriers, ports, commodities groups and public and private business sectors to maintain and upgrade rail freight service. The Grain Train and Fruit Express projects are examples of efforts to move products to market more efficiently.	-- Rail investments to reduce train delay and increase rail capacity, including repair of tracks and tunnels, improving rail corridors and elimination of at-grade crossings	Full Update: 2004 (possible 2003 amendment to 1998 plan) WA State Freight Rail Plan
					-- Capacity expansion of congested routes	
					-- Improving rail capacity	
					-- Addressing route deficiencies for overlimit loads	
					-- Improving port access	
Urban Corridors Office	Mike Cummings (206-464-1223)	Freight Action Strategy (FAST) Corridor	Provide for enhanced freight mobility in the central Puget Sound region.	Through federal Borders and Corridors program: manage federal funds for understanding and resolution of freight mobility needs, including port access and rail grade separation projects valued at \$470 million. Also includes technical assessments and freight security issues.	-- ITS Elements	December, 2002 New MOU & updated Phase II project list
					-- Reduction of at-grade intersections	
					-- Improving port access	
					-- Improving rail capacity	
					-- Addressing route deficiencies for overlimit loads	
Aviation Division	Theresa Smith (206-764-4131)	Air Cargo and Air Freight	To promote efficient freight transport by air and reduce intermodal barriers that cause delays in transfer and delivery of air cargo.	Aviation Division works with state and private sources to obtain air cargo data and identify barriers to the timely distribution of air-transported goods from origin to destination.	Improvements in airports	Air Freight Movement report last published January, 1998 -- new plan scheduled for FY03 with a grant from the FAA.
Transportation Economic Partnerships	Alan Harger (360-664-2903)	Economic Development	Facilitate funding for private sector transportation needs.	Assist private sector businesses, including those with freight-related elements, in determining transportation needs and assembling financial packages.	Increase efficiency of moving freight and goods to and from ports and markets	N/A
Washington State Ferries	Ray Deardorf (206-515-3491)	Commercial Vehicle Management	Washington State Ferries (WSF) is in business to provide marine mass transportation linkages for people and goods throughout the greater Puget Sound Region and Vancouver Island.	Freight-specific elements of ferry service include commercial priority loading (San Juan Island), commercial account volume discounts, increased truck capacity on jumbo class vessels, hazardous cargo charter service (Vashon and San Juan Islands) and footprint-based fare schedules.	Increased efficiency of moving freight and goods	WSF Systems Plan for 1999-2018 last prepared June, 1999. Next plan update will follow after better definition of long-term financial picture.
Planning and Capital Program Management, Transportation Research Office	Doug Brodin (360-705-7972)	Strategic Freight Transportation Analysis (SFTA), ITS	The Transportation Research Office develops and manages transportation research projects, including freight-related research.	SFTA is a statewide research and implementation project designed to analyze existing conditions and recommend enhancements to the Washington State freight mobility transportation system.	-- Freight mobility studies	The Transportation Research Office program is updated biennially and appears as part of the published Work Program for Planning, Administration, and Research.
					-- Freight rail studies	
					-- Truck data collection methodology	
					-- Economics of intermodal truck/rail facilities	

TABLE 1 - WSDOT FREIGHT PROGRAMS INFORMATION

<i>Who</i>		<i>What</i>				<i>When</i>
Name of Office	Contact Person	WSDOT Freight Element or Program	Intent	Description	WTP 03-22 Freight Related Elements	Next Plan Update Due
Planning and Capital Program Management, Transportation Data Office	John Rosen (360-570-2373)	Truck Traffic Data	Collect, analyze and report truck-related traffic data.	Collect data on truck weight, length, axle classification, collisions, traffic, speed and ITS.	Provides data to identify freight-related road deficiencies and prioritize freight mobility improvement projects	Annual Traffic Report for 2001 is on the Web. Report for 2002 to be available May, 2003.

TABLE 2 - WSDOT PROJECTS WITH FREIGHT APPLICATIONS

Advanced Technology Branch

Dollars in thousands, unless otherwise specified (e.g. "M"=millions)

99-01		01-03					03-05	
99-01 Budget	99-01 Freight Projects Completed	01-03 Budget	01-03 Freight Projects	Completion Date	External Partners		03-05 Budget Proposal	03-05 Proposed Freight Projects
					Name	Funds Provided		
\$375	Northbound In-bond Container Border Pre-arrival ITS/CVO weigh- in-motion (continued in 01-03)		Northbound In-bond Container Border Pre- arrival ITS/CVO weigh-in- motion	8/30/2002	U.S. Customs/F HWA	\$100 / \$1,850		
\$348	Intermodal Data Project: ITS/Freight Data Linkages (continued in 01-03)	\$50	Intermodal Data Project: ITS/Freight Data Linkages	10/30/2002	FHWA	\$300		
		\$500	Southbound In-bond Container Border Pre- arrival ITS/CVO weigh-in- motion	12/30/2002	Canadian Agencies/F HWA	\$974 / \$1,000		
\$3,274	Deployed CVISN sites at Ridgefield Port of Entry and Ft. Lewis Scale Construction	\$2,283	Deploy CVISN sites at Cle Elum (complete), Stanwood/Bryant	6/30/2003	FMCSA	\$400	\$2,000	Deploy CVISN at Spokane, Wallula, I-82, and Plymouth
							\$800	Border Transponder System Integration (Total Project = 1,800K)
							\$397	Hazardous Materials Highway Security (Project Total = 794K)

TABLE 2 - WSDOT PROJECTS WITH FREIGHT APPLICATIONS

Transportation Research Office

Dollars in thousands, unless otherwise specified (e.g. "M" = millions)

99-01		01-03					03-05 & Beyond	
99-01 Budget	99-01 Freight Projects Completed	01-03 Budget	01-03 Freight Projects	Completion Date	External Partners		03-05 Budget Proposal	03-05 Proposed Freight Projects
					Name	Funds Provided		
\$35	High capacity equipment use on light density rail lines	\$40	Improved truck data collection in urban areas (part of combined research project)	Jun-03	FHWA	\$32	\$250	Emerging freight-related research proposals
\$20	Innovative approaches to preserving rail freight service	\$70	Economic viability of intermodal truck/rail facilities	Jun-03	FHWA	N/A		
\$70	Monitoring freight movements on Puget Sound freeways	\$20	Dual loop accuracy evaluation	Mar-02	FHWA	\$16		
\$0	Truck data integration to support freight mobility analysis	\$500	Strategic Freight Transportation Analysis (SFTA)	Jun-02	FMSIB	\$100		
99-01								
99-01 Budget	99-01 Freight Projects Completed							
\$40	WA State freight value added							
\$25	EWITS2 Study Design							

TABLE 2 - WSDOT PROJECTS WITH FREIGHT APPLICATIONS

WSDOT Rail Office

Dollars in thousands, unless otherwise specified (e.g. "M" = millions)

99-01		01-03				
99-01 Budget	99-01 Freight Projects Completed	01-03 Budget	01-03 Freight Projects	Completi on Date	External Partners	
					Funds Provided	Name
\$840	Washington Fruit Express	\$2M	Construction of 7,200' unit train loop track at Port of Grays Harbor marine terminal for bringing in mile-long unit trains of Nebraska soybeans for export abroad	Mar-03	AgPro-\$4M / Port of Grays Harbor-\$1.5M	AgPro and Port of Grays Harbor
\$485	Puget Sound & Pacific Railroad bridge repairs in Hoquiam	\$400	Track rehab and interchange track construction and purchase of a used locomotive for Meeker Southern	Jan-03		
\$50	Port of Benton County Railroad emergency bridge repairs in Richland	\$0	Construction of 3,000' industrial spur track to new plastic pipe plant at Port of Chehalis Industrial Park to bring in raw materials for producing plastic pipe.	Sep-02	FRA - \$100 and Port of Chehalis - \$350	FRA & Port of Chehalis
\$505	Port of Pend Oreille railroad tunnel repairs in Pend Oreille County	\$33	Commissioned study entitled: Analysis of the Viability of Short Line railroads in Eastern Washington and Alternatives for the Preservation of Rail Service.	Unknown		
\$1,058	Tacoma Rail Mountain Division RR track rehab - Lewis County	\$24	2001 Statewide Freight Rail Plan	Unknown		
\$485	Port of Grays Harbor spur track construction in Hoquiam					
\$65	Toppenish Simcoe & Western RR locomotive loan-Yakima County					
\$52	Yakima County railroad bridge repairs					

TABLE 2 - WSDOT PROJECTS WITH FREIGHT APPLICATIONS

WSDOT Rail Office

Dollars in thousands, unless otherwise specified (e.g. "M" = millions)

99-01						
99-01 Budget	99-01 Freight Projects Completed					
\$754	Yakima County rail line extension to tribal sawmill at White Swan					
\$264	Port of Olympia track capacity construction and track mobile purchase					
\$936	Palouse River and Coulee City RR track rehab Whitman & Lincoln counties					
\$388	Cascade and Columbia River RR 286K track upgrades - Okanogan County					
\$30	2000 State Freight Rail Plan					

TABLE 2 - WSDOT PROJECTS WITH FREIGHT APPLICATIONS

I-1 Program

Dollars in thousands, unless otherwise specified (e.g. "M" = millions)

99-01			01-03		
99-01 Budget	99-01 Freight Projects	Date Open to Traffic	01-03 Budget	01-03 Freight Projects	Date Open to Traffic
\$20,641	I-90/Sprague Ave. to Argonne Rd. - Stage 2 - Construct additional lanes Broadway to Argonne - Construct additional lanes Broadway to Argonne EB and WB, construct 2 bridges, install median barrier, drainage and illumination	Oct-00	\$8,054	I-90/Sprague Ave. to Argonne Rd. - Construct additional lanes, provide channelization, etc.	Sep-02
\$5,531	US 101/Crosby Blvd./Cooper Point Rd. Interchange - Widen Mottman Road interchange undercrossing and improve Crosby Blvd	Aug-00	\$440	SR 9/US 2 Interchange - Interchange modification - Modification of interchange by realigning ramps and constructing new signals and channelization	Jul-05
\$7,156	US 101/Sequim - Build a Bypass - Construct two new lanes on new alignment - Construct new lanes on new alignment	Apr-00	\$360	SR 18/Weyerhaeuser Way to SR 167 - Truck climbing shoulder lane - Construct westbound truck climbing lane	Jun-05
\$354	East King County Corridor Needs Study - Study for route alternatives in East King Co.	N/A	\$3,704	SR 99/Duwamish River/First Ave. S. Bridge - New parallel SB bridge and approaches - Construct new bridge parallel to the existing bridge for southbound traffic.	Oct-07
\$199	I-5/Anderson Rd. to Cook Rd. Design Analysis - to identify feasible alternatives to correct bridge vertical clearances and improve other safety features	N/A	\$289	SR 167/SR 509 to I-5 - Build a new freeway corridor - construct additional general purpose lanes on new corridor - Environmental phase	Oct-06
\$4,205	SR 99/Duwamish River/First Ave. S. Bridge - New parallel SB bridge and approaches - Construct new bridge parallel to the existing bridge for southbound traffic	Sep-99	\$1,200	US 12/SR 124 to Wallula - Widen to four lanes - Construct additional all purpose lanes (first section)	Jul-04
\$3,077	City of Bellingham: I-5/Samish Way Overpass - Replace overcrossing with wider structure (city of Bellingham lead)	May-00	\$7,168	SR 161/234th St. to 204th St. E. - Widen roadway to five lanes - Construct additional general purpose and two-way continuous left turn lanes	Apr-06

TABLE 2 - WSDOT PROJECTS WITH FREIGHT APPLICATIONS

I-1 Program

Dollars in thousands, unless otherwise specified (e.g. "M" = millions)

99-01			01-03		
99-01 Budget	99-01 Freight Projects	Date Open to Traffic	01-03 Budget	01-03 Freight Projects	Date Open to Traffic
\$163	US 2/Old Cascade Hwy to Deception Creek - Add passing lane - widen bridge - Construct an eastbound truck climbing lane	Oct-00	\$703	SR 509/Corridor Design Analysis - Corridor design analysis to select alternative routes south of SeaTac	N/A
\$66	US 2/Profitt's Point to Old Cascade Hwy - Add passing lane - widen bridges	Oct-00	\$8,276	I-5/Maytown interchange to 93rd Ave. interchange - 5th & 6th lanes - Construct additional lanes	Dec-02
\$1,981	SR 26 / SR 243 Intersection to MP 5.5 Vic. - Construct truck climbing lane	Dec-00	\$290	I-5/Tacoma to Everett - Freight transportation alternatives analysis - Major investment study	Jun-03
\$40	I-5 / NE 78th St. to Salmon Creek - Reconstruct to 6 lanes - I/C at 99th	Sep-00	\$245	US 101/Chicken Coop Rd. - Construct eastbound truck climbing lane	Apr-02
\$31	SR 35/Hood River Bridge Replacement - Conduct feasibility study for replacement of Columbia River bridge	Study Cmpl't'd Jun-01	\$9,272	SR 167/SR 509 to SR 161 Tier 2 EIS documentation - Complete environmental documentation for new corridor	N/A
\$319	I-205 / 18th St. Burton Rd. Interchange Study - Conduct corridor study of SR205 mobility needs	Study Cmpl't'd Jun-01	\$5,891	SR 509/Port of Tacoma Road - Construct a grade separation at Port of Tacoma Rd and SR 509 (FAST Phase 1 Project)	Nov-01
\$45,326	I-5/Burnt Bridge Creek thru NE 78th St. - Reconstruct to 6 lanes- I/C at NE 78th		\$12,056	I-5/Burnt Bridge Creek thru NE 78th St. - Reconstruct to 6 lanes- I/C at NE 78th	Sep-02
\$2,407	I-90/Elk Heights Vic. To Taneum Creek Bridge - Construct w-bound truck climbing lane	Dec-99	\$2,581	SR 28/Junction US 2/97 to 9th St. - Widen roadway to increase mobility, improve intersections.	N/A
\$101	SR 823 to Selah - Construct additional general purpose lanes between Selah and Yakima	Jul-00	\$73	I-5/Lewis County Interchanges - Design and environmental documentation for new interchanges - design and environmental documentation preparation for new access points on I-5 in Lewis County.	N/A

TABLE 2 - WSDOT PROJECTS WITH FREIGHT APPLICATIONS

I-1 Program

Dollars in thousands, unless otherwise specified (e.g. "M" = millions)

99-01			01-03		
99-01 Budget	99-01 Freight Projects	Date Open to Traffic	01-03 Budget	01-03 Freight Projects	Date Open to Traffic
\$440	US 2/North Spokane/Division St. - Construct additional lanes		\$2,164	SR-5, 9, 539, and 543 Border Crossing Info - SC&DI at U.S./Canadian border crossings - Construct advance driver information system for border bound vehicles	Jul-02
\$183	North Spokane/Division Street Stage 3 - Additional lanes (Wellesley Ave. to Francis Ave.) - Construct northbound right turn lane at Francis Avenue	Sep-00	\$823	SR 823 UC TO US 12 UC - Construct additional lanes - Construct additional general purpose lanes between Selah and Yakima	Aug-02
\$14,239	SR 522/SR 9 to Paradise Lake Road - Widen to four lane freeway (including design & Right of Way for new interchange)	4 lanes - May-00	\$3,370	SR 240/STEVENS DRIVE TO I-182 - Construct additional general purpose lanes	Jul-01
			\$1,178	US 395/Hastings Rd. to MP 172 - Stage 2 - Construct 2 additional lanes for 4-lane divided highway	Jul-01

TABLE 2 - WSDOT PROJECTS WITH FREIGHT APPLICATIONS

*Note: Current Law on these projects pays for design and preliminary engineering only, except where noted in**(bold parentheses)**.

I-1 Program

01-03		
01-03 Budget	01-03 Freight Projects	Date Open to Traffic
\$976	I-90/Argonne Rd. to Pines Rd. Widening - Construct two additional lanes	Unknown
\$396	I-90/Pines Rd. to Sullivan Rd. - Construct two additional lanes	Unknown
\$4,240	SR 20/Fredonia to I-5 - Construct four lane highway on existing alignment - Construct four lane highway on existing alignment	Unknown
\$7,878	SR 509/Corridor - Environmental impact statement and predesign	N/A
\$800	SR 509/I-5 to Des Moines Way S/S 188th St. - New Roadway - Construct New Freeway on New Alignment	Unknown
\$27	SR 539/Tenmile Rd. to International Boundary - Widening - Construct additional general purpose and two-way left turn lane	Unknown
\$242	SR 542/Orleans to Britton Rd. Widening - Construct additional general purpose and two-way left turn lane	Unknown
\$307	US 101 Dawley Road Vicinity to Blyn Hwy. - Construct a northbound truck climbing lane	Unknown
\$0	US 101/Gardiner Vicinity - Construct truck climbing lane northbound	Unknown
\$212	US 101/Blyn Vicinity - Construct east and westbound passing lanes	Unknown
\$5,087	SR 161/204th St. to 176th St. - Widen existing 2 lane to a 5 lane rdwy - Construct additional general purpose and two-way continuous left turn lanes	Unknown
\$11,030	SR 161/Jovita Blvd. to S. 360th St. - Widen existing roadway to 5 lanes - additional general purpose lanes	Unknown
\$767	I-5/Salmon Creek to I-205 Widening - Reconstruct to 6 lanes - Add one lane each direction on interstate 5	Unknown
\$1,242	I-5/Rush Road to Grand Mound Vicinity - Add third lane each direction and reconstruct interchanges	Unknown
\$713	I-5/Grand Mound to Maytown Widening - Construct ultimate 6 lane roadway - Construct additional lanes	Unknown
\$45	I-90/Highline Canal to Elk Heights - Construct auxiliary lane-eastbound - construct an eastbound truck climbing lane	Unknown
\$32	I-90/Ryegrass Summit to Vantage - Construct westbound truck climbing lanes	Unknown
\$2,244	SR 240/I-182 to Richland Y - Construct additional general purpose lanes (includes bridge widening)	Unknown
\$516	SR 240/Richland Y to Columbia Center interchange - Construct additional general purpose lanes	Unknown
\$20,397	North Spokane Corridor (NSC) - Corridor design, Right of Way, and access control	Unknown
\$6,557	NSC-Hawthorne Road to US 2 - Construct segment of new corridor to include four lane divided highway (includes on-site grading)	Unknown
\$259	NSC-US 2 to Wandermere Vicinity - Construct segment of new corridor to include four-lane divided highway	Unknown
\$1,397	SR 522/Paradise Lake Road to Snohomish River- Widen to four lane freeway & new Fales/Echo Lake Rd. interchange & Paradise Lake Rd. interchange	Unknown

TABLE 2 - WSDOT PROJECTS WITH FREIGHT APPLICATIONS

I-2 Program

Dollars in thousands, unless otherwise specified (e.g. "M" = millions)

99-01			01-03		
99-01 Budget	99-01 Freight Projects	Date Open to Traffic	01-03 Budget	01-03 Freight Projects	Date Open to Traffic
			\$6M	US 395 Hillsboro St. Interchange (formerly a FMSIB project)	Jan-04

I-3 Program

Dollars in thousands, unless otherwise specified (e.g. "M" = millions)

99-01			01-03		
99-01 Budget	99-01 Freight Projects	Date Open to Traffic	01-03 Budget	01-03 Freight Projects	Date Open to Traffic
\$1,553	SR 18/Black Diamond I/C to SE 312th Way - Construct additional lanes to complete four-lane freeway	Jul-00	\$27,669 (+ \$36 City of Maple Valley)	SR 18/Covington Way to Maple Valley - Construct additional lanes to complete four-lane freeway	Oct-02
\$1,393	SR 18/SE 312th Way to SE 304th St. - Construct additional lanes to complete four-lane freeway	Jul-00	\$10,850	SR 18/Maple Valley to Issaquah/Hobart Rd. - Construct additional lanes to complete four-lane freeway	Sep-02
\$195	SR 18/SE 304th to Covington Way - Construct additional lanes to complete four-lane freeway	Dec-00	\$126 (For local agency match)	International Border Mobility Strategy - planning for mobility at crossing	N/A
\$173	SR 18/Issaquah/Hobart Rd. Vicinity - Construct new I/C and build new parallel bridges	Done	\$1,951	I-90/SR 171 Moses Lake I/C - Construct a new interchange to increase vertical clearance	Dec-02
			\$417	I-5 WSDOT/ODOT Corridor Study - Joint state feasibility study for replacing Columbia River interstate bridge	N/A
			\$5	SR 20 Mill Rd. to MP 386 - Improve pavement to support legal traffic loads year-round	Dec-02
			\$4,673	SR 20/Colville HS to Narcisse Rd. - Improve pavement to support legal traffic loads year-round	Oct-02
			\$1,254	I-90/Wellsandt Rd. Bridge - Improve vertical clearance for legal overheight loads	Dec-02
			\$46,346 (includes FMSIB & FAST \$\$)	SR 519 Intermodal Access Project - Intermodal improvements in South Seattle (FAST Phase 1 Project)	Feb-04

TABLE 2 - WSDOT PROJECTS WITH FREIGHT APPLICATIONS

I-3 Program

Dollars in thousands, unless otherwise specified (e.g. "M" = millions)

99-01			01-03		
99-01 Budget	99-01 Freight Projects	Date Open to Traffic	01-03 Budget	01-03 Freight Projects	Date Open to Traffic
<i>*Note: Current Law on these projects pays for stages of preliminary engineering (PE) only, unless noted otherwise in (bold parentheses); CN = construction.</i>			\$1,583	I-5/2nd St. Bridge Replacement - Construct a new bridge to increase vertical clearance.	Unknown
			\$129	SR 241/N. Sunnyside Reconstruction - Improve pavement to support legal traffic loads year-round.	Unknown
			\$978	SR9/Nooksack Rd. Vic. To Cherry St. - Improve pavement to support legal traffic loads year-round.	Unknown
			\$2,561	SR 543/Boblett St. to International Boundary - Improve mobility for traffic at border crossing (partial CN included) .	Unknown
			\$55	I-90/Hyak to Easton Hill - Environmental work to reconstruct highway through Snoqualmie Pass.	Unknown
			\$5,493	I-90/Moses Lake Area Bridge Clearance - Increase vertical clearance by replacing two bridges and raising another (partial CN included) .	Unknown

Table 3
How WSDOT Freight Programs Meet
Washington Transportation Plan Freight Investment Goals

	WTP Freight Investment	Program	Contact Person
1	Upgrade sections of deficient highways to reduce freeze and thaw	I-3 Funds	<i>John McLaughlin</i>
2	Upgrading highways to reduce road closures caused by avalanches, snow and ice accumulation and flooding	I-3 Funds	<i>John McLaughlin</i>
3	Completing construction of four-lane roadways on major freight routes (trunk systems and other routes)	I-3 Funds	<i>John McLaughlin</i>
4	Adding general purpose lanes, constructing new highway corridors, including major freight routes; and ITS elements	I-1 Funds	<i>Roy Grinnell</i>
5	Creating and updating Weigh-in-Motion stations	Advanced Technology, Highway System Plan	<i>Pete Briglia, Greg Lippincott</i>
6	Constructing bridges or tunnels in the place of rail lines with at-grade roadway intersections	FAST, Rail Freight, Motor Carrier Services, Highway System Plan	<i>Mike Cummings, Ken Uznanski, Barry Diseth, Greg Lippincott</i>
7	Replacing or reconstructing bridges and tunnels with height restrictions and bridges that cannot carry legal overloads	I-3 Funds	<i>John McLaughlin</i>
8	Improving operations and updating technology at U.S./Canadian border crossing	Advanced Technology, Motor Carrier Services, I-3 Funds, Highway System Plan, FAST, I-1 Funds	<i>Pete Briglia, Barry Diseth, John McLaughlin, Greg Lippincott, Mike Cummings, Roy Grinnell</i>
9	Improving and maintaining efficient port access	Advanced Technology, Rail Freight, Economic Development, FAST	<i>Pete Briglia, Ken Uznanski, Alan Harger, Mike Cummings</i>
10	Reduce train delay	Rail Freight	<i>Ken Uznanski</i>
11	Increase rail capacity	Rail Freight, FAST	<i>Ken Uznanski, Mike Cummings</i>
12	Repairing tracks and tunnels	Rail Freight	<i>Ken Uznanski</i>
13	Improving rail corridors	Rail Freight	<i>Ken Uznanski</i>
14	Improvements in airports and ports	Air Cargo/Air Freight, FAST	<i>Theresa Smith, Mike Cummings</i>

Table 4
Referendum 51 Freight Related Projects

A. Highway Freight

* Dollars in millions; parentheses = thousands

State Route	Project Name	Freight Component	*Funding From New State Revenues (10 yr total)
I-5	Chehalis to Maytown	Additional lanes and flood control	\$85
I-5	Mount Vernon 2 nd St. Bridge	Correct for over-height trucks	\$10
I-5	Vancouver-Salmon Creek to I-205	Additional lanes	\$35
I-5	I-5/Lucille St. to SR 104	Study of lane continuity and continuity of traffic operations thru Seattle on I-5; develop alternative measures	(\$500)
I-5	I-5/2 nd St. Bridge Replacement	Construct a new bridge to increase vertical clearance	\$2
SR-9	Sumas Vicinity – Nooksack Rd. to Cherry St.	All-weather road, alleviate load restrictions; improve border crossing	\$15
SR-9	SR 9/SR 522 to 228 th St. SE	Widen to five lanes	\$3
SR-9	SR 9/228 th St. SE to 212 th St. SE (SR 524)	Widen to four lanes	\$2
SR-9	SR 9/US 2 Interchange	Modification of interchange by realigning ramps and constructing new signals and channelization	\$4
US 12	Tri-Cities to Wallula	Additional lanes	\$25
US-12	US 12/SR 124 to Wallula	Widen to four lanes (additional all purpose lanes)	\$6
SR-14	Maryhill Vicinity	Truck climbing lane	\$1
SR-14	SR 14/Maryhill Spur Vicinity to US 97	Add lane & shoulder widening; construct WB truck climbing	\$ 1.2 / ten years
SR-17	Moses Lake – I-90 to Grant Co. Airport	Additional lanes for airport shippers & haulers	\$15
SR-18	Maple Valley to I-90	Additional lanes expanding major freight route trunk	\$50
SR-18	SR 18/Weyerhaeuser Way to SR 167	Construct WB truck climbing lane	\$14
SR-18	SR 18/Covington Way to Maple Valley	Construct additional lanes to complete four lane freeway	(\$559)
SR-18	SR 18/Maple Valley to Issaquah/Hobart Road	Construct additional lanes to complete four-lane freeway	\$47

Table 4
Referendum 51 Freight Related Projects

A. Highway Freight, continued

* Dollars in millions; parentheses = thousands

State Route	Project Name	Freight Component	*Funding From New State Revenues (10 yr total)
SR-20	Burlington Vicinity – Fredonia to I-5	Additional lanes	\$50
SR-28	East Wenatchee – US 2 to 9 th Street	Additional lanes	\$6
SR-28	SR 28/Wenatchee to I-90 Mobility Study	Study options and costs for constructing 4-lane highway connecting Wenatchee area to I-90	(\$100)
SR-28	SR 28/Junction US 2/97 to 9 th St.	Widen roadway to increase mobility, improve intersections	\$ 6.1 / ten years
SR-31	Metline Falls – Pend Oreille to Canadian Border	All-weather road; removes seasonal weight restrictions	\$16
SR-31	SR 31 Metline Falls to International Border	Improve pavement to support legal traffic loads year-round	(\$19)
I-90	Columbia Basin Vicinity	Truck climbing lanes	\$15
I-90	Moses Lake Vicinity Bridge Replacement	Eliminate detour for legal-height trucks	\$5
I-90	Spokane – Argonne Rd. to Sullivan	New lanes on freight route	\$35
I-90	I-90/Hyak to Easton Hill	Environmental work to reconstruct highway through Snoqualmie Pass	(\$56)
I-90	Hyak to Ellensburg	Corridor study addressing safety, mobility and pavement rehabilitation	\$2
I-90	I-90/Moses Lake Area Bridge Clearance	Increase vertical clearance by replacing two bridges and raising another	(\$245)
SR-99	SR 99/Duwamish River/First Ave. S. Bridge	Construct new bridge parallel to existing bridge for SB traffic	(\$32)
US 101	Blyn/Gardiner Vicinity	New truck passing lanes	\$3
SR-161	Puyallup to Federal Way	Additional lanes	\$45
SR-161	SR 161/234 th St. to 204 th St. E	Construct additional general purpose and two-way	\$4
SR-161	SR 161/36 th to Jovita	Widen existing roadway to a five lane section (add additional general purpose lanes)	\$ 13.9/ ten years

Table 4
Referendum 51 Freight Related Projects

A. Highway Freight, continued

* Dollars in millions; parentheses = thousands

State Route	Project Name	Freight Component	*Funding From New State Revenues (10 yr total)
SR-167	SR 167/SR 509 to I-5	Construct additional general purpose lanes on new corridor (Environmental Phase)	(\$233)
SR-240	Tri Cities	Additional lanes	\$45
SR-241	North Sunnyside – Reconstruction	Eliminate seasonal weight restrictions and reduce accidents	\$9
US-395	US 395/Kennewick/Pasco Vicinity Corridor Design Study	Study corridor to determine feasibility of additional lanes or additional route for capacity improvements	(\$849)
US-395	US 395/N. Spokane to Canada Corridor	Prepare corridor environmental analysis	(\$541)
SR-519	SR 519 Intermodal Access Project	Intermodal improvements in South Seattle (FAST Phase 1	\$40
SR-519	South Seattle Intermodal Access (FAST Phase 1 Project)	Interchange improvement and additional lanes to improve trucker/shipper access and	\$40
SR-522	Woodinville Vicinity – Paradise Lake Rd. to Snohomish River	Widen to 4-lane freeway & add new interchanges on freight	\$40
SR-539	Bellingham – Laurel to Badger Road	Reduce border congestion	\$63
SR-542	SR 542/Orleans to Britton Road	Widening	\$5
SR-542	Sunset Drive	Street improvements	\$3
SR-543	Blaine – I-5 to Canadian Border	Additional lanes for freight; separate truck route	\$17
SR-543	SR 543/Boblett St. to International Boundary	Improve mobility for traffic at border crossing	\$ 17 / ten years
Total			\$797
MAJOR PROJECTS			
I-90	Snoqualmie Pass East	Reconstruction and additional	\$100
SR-99	Alaskan Way Viaduct Replacement		\$450
SR-167	Tacoma to Puyallup New Freeway Construction	Major alternate access to Port of Tacoma	\$344
US-395	Spokane – North Spokane Corridor – Wandemere to Hawthorne	Construct new freeway; improve freight mobility	\$207

Table 4
Referendum 51 Freight Related Projects

MAJOR PROJECTS, CONTINUED

SR-509	Federal Way to SeaTac – south Access/Corridor Completion	Improves freight mobility; access for air shippers and port to industrial district	\$500
ADVANCED TECHNOLOGY BRANCH PROJECTS			
Various	Deploy CVISN at Spokane, Wallula, I-82, and Plymouth	Reduce delays to trucks by computerized identification and data transfer.	\$200
Various	Border Transponder System Integration (Total Project = 1,800K)	Promotes faster freight crossing at international border.	\$800
Various	Hazardous Materials Highway Security (Project Total – 794K)	Enhances security by routing and tracking hazardous	\$397

B. Freight Rail

Freight Rail Assistance Program Projects

(Dollars in thousands)

County	Project Name	Budget
Adams	Columbia Basin RR Connell to Warden Upgrade	\$540
Benton	Port of Benton Industrial Spur to Rock Quarry	\$500
Chelan	Transload Improvements in Wenatchee	\$1,600
Columbia	Port of Columbia	\$300
Columbia	Port of Columbia – Dayton Upgrade	\$300
Columbia	Blue Mtn. RR Walla Walla – Dayton Branch Line	\$4,488
Franklin	Columbia Basin RR Connell to Warden Upgrade	\$260
Grant	Palouse R & Coulee City RR Cheney-Coulee City	\$1,995
Grant	Columbia Basin RR Connell to Warden Upgrade	\$200
Grays	Grays Harbor County Saw Mill Spur	\$1,500
Grays	Puget Sound & Pacific Swing Bridge Repairs	\$1,000
Lewis	Tacoma Rail Mtn. Div. Morton Line Repairs	\$1,410
Lewis	Tacoma Rail Mtn. Div. Chehalis to Fredrickson Upgrade	\$1,530
Lincoln	Palouse R & Coulee City RR Cheney-Coulee City	\$7,140
Okanogan	Cascade & Columbia River Upgrade	\$500
Pierce	Tacoma Rail Mtn. Div. Morton Line Repairs	\$1,590
Pierce	City of Yelm RR	\$250
Pierce	Tacoma Rail Mtn. Div. Chehalis to Fredrickson Upgrade	\$3,876
Skagit	Mt. Vernon Terminal Log Transload	\$200
Skagit	Transload Improvements in Mt. Vernon	\$700
Spokane	Palouse R & Coulee City RR Cheney-Coulee City	\$1,365
Thurston	City of Yelm RR	\$250
Thurston	Tacoma Rail Mtn. Div. Chehalis to Fredrickson Upgrade	\$4,794
Whitman	Palouse R & Coulee City RR Acquisition	\$12,000
Whitman	Palouse R & Coulee City RR Bridge Repairs	\$500

Table 4

Referendum 51 Freight Related Projects

B. Freight Rail, continued

Freight Rail Assistance Program Projects

(Dollars in thousands)

County	Project Name	Budget
Yakima	Lumber Spur to Tribal Saw Mill	\$640
Yakima	Yakima County Improvements	\$300
	Statewide Flex Funds for Economic Development	\$500
	Statewide 286K-pound Projects	\$39,800
	TOTAL	\$96,940
Walla Walla	Blue Mtn. RR Wallula to Walla Walla Upgrade	\$1,200
Walla Walla	Blue Mtn. RR Walla Walla – Dayton Branch Line	\$5,712

C. Washington State Ferries Freight

* Dollars in millions

County	Project Name	* Budget
Skagit	Anacortes Multimodal Terminal	\$54,360
Snohomish	Mukilteo Multimodal Terminal	\$107,753
Snohomish	Edmonds Multimodal Terminal Design	\$2,200
	Four Auto/Passenger Ferries	\$329,900

D. Freight Mobility Strategic Investment Board

(Dollars in thousands)

<u>Lead Agency</u>	<u>Project Name</u>	<u>Total Cost</u>	<u>FMSIB Share</u>
Port of Seattle	East Marginal Way Ramps	\$36,730	\$6,920
Port of Tacoma	Lincoln Avenue Grade Separation	\$12,000	\$4,200
Everett	41 st Street/Riverfront Parkway (Phase 2)	\$5,840	\$4,300
Seattle	South Spokane Street Viaduct	\$87,580	\$25,000
Puyallup	Shaw Road Extension	\$15,000	\$6,000
Port of Pasco	SR 397 Ainsworth Avenue Grade Crossing	\$7,970	\$5,180
Tacoma	D Street Grade Separation	\$26,550	\$9,150
Pierce County	North Canyon Road Extension/ BNSF Overcrossing	\$6,000	\$2,000
Kennewick	Columbia Center Boulevard Railroad Crossing	\$15,000	\$6,000

Table 4
Referendum 51 Freight Related Projects

D. Freight Mobility Strategic Investment Board, continued

(Dollars in thousands)

<u>Lead Agency</u>	<u>Project Name</u>	<u>Total Cost</u>	<u>FMSIB Share</u>
Colville	Colville Alternate Truck Route	\$6,470	\$2,000
Walla Walla	SR 125/US 12 Interconnect (Myra Road Extension)	\$6,900	\$4,230
Kennewick	Edison Street Railroad Crossing	\$13,000	\$5,200
Kennewick	Washington Street Railroad Crossing	\$12,000	\$4,800
Everett	E. Marine View Drive Widening	\$6,210	\$600
Benton County	Port of Kennewick Road (Extension of Piert Road)	\$1,840	\$520
Kent	South 228th Street Extension and Grade Separation	\$48,000	\$8,500
Yakima	City of Yakima Grade Separated Rail Crossing	\$14,000	\$7,000
Seattle	Duwamish Intelligent Transportation Systems (ITS)	\$5,110	\$2,500
Seattle	Lander Street Overcrossing	\$23,930	\$8,400
Port of Kalama	Grain Terminal Track Improvements	\$2,500	\$1,250
Spokane County	Park Road BNSF Grade Separation Project	\$10,000	\$5,000
	Total	\$362,630	\$118,750
	New Law Budget Allocation		\$116,000
	difference		(\$2,750)

APPENDIX A

WSDOT

FREIGHT IMPROVEMENT PROJECTS

WSDOT Freight-Element Projects 2002 Current Law Budget

Originally FMSIB01-03 Expenditures

1.	US 395	Hillsboro Street Interchange	\$ 5,957,000
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I-3 Projects

2.	I-5	WSDOT/ODOT Corridor Study	\$ 417,000
3.	SR 18	Covington Way to Maple Valley	\$ 27,669,000
4.	SR 18	Maple Valley to Issaquah/Hobart Rd.	\$ 10,850,000
5.	SR 18	Issaquah/Hobart Road Vicinity	\$ 60,000
6.	SR 20	Mill Road to MP 386	\$ 5,000
7.	SR 20	Colville HS to Narcisse Rd.	\$ 4,673,000
8.	I-90	SR 171 Moses Lake Interchange	\$ 1,951,000
9.	I-90	Wellsandt Road Bridge Undercrossing	\$ 1,254,000
10.		International Border Mobility Strategy	\$ 123,000

I-1 Projects

11.	I-5	Tacoma to Everett Freight Transportation Alternatives Analysis	\$ 290,000
12.	I-5	I-5, SR 9, SR 539, and SR 543 Border Crossing Information	\$ 2,164,000
13.	I-5	Maytown I/C to 93 rd Ave. I/C	\$ 8,276,000
14.	I-5	Lewis County Interchanges Design and Environmental Documentation	\$ 73,000
15.	I-5	I-5/Burnt Bridge Creek through NE 78 th Street Widening and Upgrades	\$ 12,056,000
16.	SR 9	SR-9/SR 522 to 228 th St. SE Widening	\$ 526,000
17.	SR 9	SR-9/228 th St. SE to 212 th St. SE Widening	\$ 1,160,000
18.	SR 9	SR-9/US 2 Interchange	\$ 440,000
19.	US 12	US 12/SR 124 to Wallula Widening	\$ 1,200,000
20.	SR 18	Weyerhaeuser Way to SR 167 Truck Climbing Lane (originally FMSIB)	\$ 544,000
21.	I-90	I-90/Sprague Ave. to Argonne Rd.	\$ 8,054,000
22.	US 101	Chicken Coop Road Truck Climbing	\$ 245,000
23.	SR 161	SR-161/234 th St. to 204 th St. Widening	\$ 3,100,000
24.	SR 167	North Sumner New Interchange	\$ 571,000
25.	US 395	US-395/Hastings Rd. to MP 172 Widening	\$ 1,178,000
26.	SR 509	Corridor Design Analysis Lane	\$ 703,000
27.	SR 509	Port of Tacoma Road Grade Separation (FAST Phase 1 Project)	\$ 5,891,000

Freight Rail Projects

28.	Port of Grays Harbor Marine Terminal Train Loop Track	\$ 2,000,000
29.	Meeker Southern RR Track Rehab Near Puyallup	\$ 400,000
30.	Port of Chehalis Industrial Park Spur Line	\$ (external funds)

Advanced Technology Branch

31.	Northbound In-bond Container Border Pre-arrival ITS/CVO Weigh-in-Motion	\$ 1,675,000
32.	Intermodal Data Project: ITS/Freight Data Linkages	\$ 50,000
33.	Southbound In-bond Container Border Pre-arrival ITS/CVO Weigh-in-Motion	\$ 500,000
34.	Deploy CVISN sites at Cle Elum (complete), Stanwood/Bryant	\$ 2,283,000

NOTE: All projects subject to availability of funds.

APPENDIX B

FREIGHT ACTION STRATEGY (FAST) CORRIDOR PHASE I PROJECTS

FAST PHASE I PROJECTS

*Dollars in millions

Project Name	Lead Sponsor	Benefits to Freight	Status	*Funding (all sources combined)
<u>California St.</u> Everett Ave. extension & over- crossing	Port of Everett	Eliminates three at-grade crossings.	Completed	\$ 12,417
<u>E. Marine View Dr.</u>	Everett	Port access	Design	\$ 6,213
<u>41st Street</u> Overcrossing	Everett	Will provide direct vehicle and truck access from I-5 to a large industrial redevelopment area.	Construction (preloading)	\$ 6,274
<u>South Spokane St.</u>	Seattle	Port access	Awaiting full funding (utility relocation underway)	\$ 88,088
<u>SR-519, Phase I</u> Royal Brougham Grade separation	WSDOT	Increases the ability to move freight by all modes (cars, trucks & trains).	Construction of Phase 1, Design of Phase 2	\$ 87,400
<u>SR-519, Alaskan Way</u>	WSDOT		Design	\$ 39,650
<u>East Marginal Way</u>	Port of Seattle	Port access with rail elements	Design	\$ 36,733
<u>S. 180th St. Grade Separation</u>	Tukwila	Grade separation under both the BN and UP tracks.	Construction	\$ 21,992
<u>S. 277th St. Grade separation</u>	Kent/Auburn	Will increase capacity on 277th St., improving access to the valley's industrial and warehouse areas.	Completed	\$ 35,157
<u>3rd St. SW Grade separation</u>	Auburn	Will allow rail and highway movements to flow without conflict.	Completed	\$ 30,514
<u>8th St. Grade Separation</u>	Pierce County	Improves rail movement by removing a bottleneck.	Construction	\$ 12,800
<u>Shaw Rd. Extension</u>	Puyallup	Grade separation	Design	\$ 15,000
<u>North Canyon Rd Extension</u>	Pierce County	Grade separation	Design	\$ 6,000
<u>D St.</u>	Tacoma	Grade separation, track curvature	Design	\$ 26,550
<u>Port of Tacoma Rd. Grade Separation</u>	WSDOT	Frees up mainline access to the Port and allows for more capacity on the through line	Completed	\$ 30,814
<u>SR 167 (ROW)</u>	WSDOT	Major route improvement to serve multimodal local port freight movement and relieve truck congestion.	In permitting (ROW acquisition only within current FAST funding)	\$ 45,015

FAST PHASE II PROJECTS

A \$262.8 million FAST Corridor Phase II (2003-2005/08) action package

*extension of Phase I project

Facility	Freight Benefit	Year
*Shaw Road	Rail Separation	2003
* D Street	Rail Separation	2003
Duwamish ITS	Operations	2003
WSDOT ITS	Operations	2003
SR-9 Widening	Highway	2003
*SR 519	Highway/rail separation	2004
Lincoln Avenue	Highway/future rail yard overcrossing	2004
South 228 th	Highway/grade crossing	2004
70 th	Highway (interim SR-167)	2004
*South Spokane Street	Highway	2005
M Street	Rail separation	2005
*8 th Street (UP crossing)	Rail separation	2005
Lander Street	Rail separation	2005
Willis Street	Rail separation	2005
*East Marginal Way	Highway/rail separation	2005

APPENDIX C

INTERNATIONAL MOBILITY AND TRADE CORRIDOR (IMTC) PROPOSED PROJECTS FOR FY 2002

IMTC Proposed Projects for FY 2002

<u>Project Name</u>	FHWA \$\$
	(U.S. Dollars at face value)
1. Southbound Nexus Lane at Pacific Highway	\$ 200,000
2. Abbotsford-Sumas Project Follow-On Improvements	\$ 1,300,000
3. Foothills Corridor Study	\$ 100,000
4. Blaine, WA Interchanges Access Study	\$ 200,000
5. Pacific Highway Southbound ITS Truck Lane Design	\$ 135,000
6. West Coast Corridor Coalition Outreach	\$ 57,804
7. ITS-CVO Phase III: Concept of Operations	\$ 156,230
8. Nexus Marketing Application Improvements & Promotion	\$ 129,750
9. Cascade Gateway Operation Plan	\$ 89,900
10. Future IMTC Funding	\$ 250,000
11. Weigh-in-Motion Software	\$ 340,000
12. Extension of Nexus Lane on B.C. Highway 99	\$ 470,000
Total	\$ 3,428,684

NOTE: This project list is to be partially funded from the FY 2002 U.S. Federal Highway Administration's Corridors and Borders Program. Matching funds to complete project implementation will come from local, regional, and federal partners in both the United States and Canada. All projects are subject to availability of funds.

APPENDIX D

REFERENDUM 51 FREIGHT RELATED PROJECTS

Referendum 51 Freight Related Projects

A. Highway Freight

* Dollars in millions; parentheses = thousands

State Route	Project Name	Freight Component	*Funding From New State Revenues (10 yr total)
I-5	Chehalis to Maytown	Additional lanes and flood control	\$85
I-5	Mount Vernon 2 nd St. Bridge	Correct for over-height trucks	\$10
I-5	Vancouver-Salmon Creek to I-205	Additional lanes	\$35
I-5	I-5/Lucille St. to SR 104	Study of lane continuity and continuity of traffic operations thru Seattle on I-5; develop alternative measures	(\$500)
I-5	I-5/2 nd St. Bridge Replacement	Construct a new bridge to increase vertical clearance	\$2
SR-9	Sumas Vicinity – Nooksack Rd. to Cherry St.	All-weather road, alleviate load restrictions; improve border crossing	\$15
SR-9	SR 9/SR 522 to 228 th St. SE	Widen to five lanes	\$3
SR-9	SR 9/228 th St. SE to 212 th St. SE (SR 524)	Widen to four lanes	\$2
SR-9	SR 9/US 2 Interchange	Modification of interchange by realigning ramps and constructing new signals and channelization	\$4
US 12	Tri-Cities to Wallula	Additional lanes	\$25
US-12	US 12/SR 124 to Wallula	Widen to four lanes (additional all purpose lanes)	\$6
SR-14	Maryhill Vicinity	Truck climbing lane	\$1
SR-14	SR 14/Maryhill Spur Vicinity to US 97	Add lane & shoulder widening; construct WB truck climbing	\$ 1.2 / ten years
SR-17	Moses Lake – I-90 to Grant Co. Airport	Additional lanes for airport shippers & haulers	\$15
SR-18	Maple Valley to I-90	Additional lanes expanding major freight route trunk	\$50
SR-18	SR 18/Weyerhaeuser Way to SR 167	Construct WB truck climbing lane	\$14
SR-18	SR 18/Covington Way to Maple Valley	Construct additional lanes to complete four lane freeway	(\$559)
SR-18	SR 18/Maple Valley to Issaquah/Hobart Road	Construct additional lanes to complete four-lane freeway	\$47

Referendum 51 Freight Related Projects

A. Highway Freight, continued

* Dollars in millions; parentheses = thousands

State Route	Project Name	Freight Component	*Funding From New State Revenues (10 yr total)
SR-20	Burlington Vicinity – Fredonia to I-5	Additional lanes	\$50
SR-28	East Wenatchee – US 2 to 9 th Street	Additional lanes	\$6
SR-28	SR 28/Wenatchee to I-90 Mobility Study	Study options and costs for constructing 4-lane highway connecting Wenatchee area to I-90	(\$100)
SR-28	SR 28/Junction US 2/97 to 9 th St.	Widen roadway to increase mobility, improve intersections	\$ 6.1 / ten years
SR-31	Metalline Falls – Pend Oreille to Canadian Border	All-weather road; removes seasonal weight restrictions	\$16
SR-31	SR 31 Metalline Falls to International Border	Improve pavement to support legal traffic loads year-round	(\$19)
I-90	Columbia Basin Vicinity	Truck climbing lanes	\$15
I-90	Moses Lake Vicinity Bridge Replacement	Eliminate detour for legal-height trucks	\$5
I-90	Spokane – Argonne Rd. to Sullivan	New lanes on freight route	\$35
I-90	I-90/Hyak to Easton Hill	Environmental work to reconstruct highway through Snoqualmie Pass	(\$56)
I-90	Hyak to Ellensburg	Corridor study addressing safety, mobility and pavement rehabilitation	\$2
I-90	I-90/Moses Lake Area Bridge Clearance	Increase vertical clearance by replacing two bridges and raising another	(\$245)
SR-99	SR 99/Duwamish River/First Ave. S. Bridge	Construct new bridge parallel to existing bridge for SB traffic	(\$32)
US 101	Blyn/Gardiner Vicinity	New truck passing lanes	\$3
SR-161	Puyallup to Federal Way	Additional lanes	\$45
SR-161	SR 161/234 th St. to 204 th St. E	Construct additional general purpose and two-way	\$4
SR-161	SR 161/36 th to Jovita	Widen existing roadway to a five lane section (add additional general purpose lanes)	\$ 13.9/ ten years

Referendum 51 Freight Related Projects

A. Highway Freight, continued

* Dollars in millions; parentheses = thousands

State Route	Project Name	Freight Component	*Funding From New State Revenues (10 yr total)
SR-167	SR 167/SR 509 to I-5	Construct additional general purpose lanes on new corridor (Environmental Phase)	(\$233)
SR-240	Tri Cities	Additional lanes	\$45
SR-241	North Sunnyside – Reconstruction	Eliminate seasonal weight restrictions and reduce accidents	\$9
US-395	US 395/Kennewick/Pasco Vicinity Corridor Design Study	Study corridor to determine feasibility of additional lanes or additional route for capacity improvements	(\$849)
US-395	US 395/N. Spokane to Canada Corridor	Prepare corridor environmental analysis	(\$541)
SR-519	SR 519 Intermodal Access Project	Intermodal improvements in South Seattle (FAST Phase 1	\$40
SR-519	South Seattle Intermodal Access (FAST Phase 1 Project)	Interchange improvement and additional lanes to improve trucker/shipper access and	\$40
SR-522	Woodinville Vicinity – Paradise Lake Rd. to Snohomish River	Widen to 4-lane freeway & add new interchanges on freight	\$40
SR-539	Bellingham – Laurel to Badger Road	Reduce border congestion	\$63
SR-542	SR 542/Orleans to Britton Road	Widening	\$5
SR-542	Sunset Drive	Street improvements	\$3
SR-543	Blaine – I-5 to Canadian Border	Additional lanes for freight; separate truck route	\$17
SR-543	SR 543/Boblett St. to International Boundary	Improve mobility for traffic at border crossing	\$ 17 / ten years
Total			\$797
MAJOR PROJECTS			
I-90	Snoqualmie Pass East	Reconstruction and additional	\$100
SR-99	Alaskan Way Viaduct Replacement		\$450
SR-167	Tacoma to Puyallup New Freeway Construction	Major alternate access to Port of Tacoma	\$344
US-395	Spokane – North Spokane Corridor – Wandemere to Hawthorne	Construct new freeway; improve freight mobility	\$207

Referendum 51 Freight Related Projects

MAJOR PROJECTS, CONTINUED

SR-509	Federal Way to SeaTac – south Access/Corridor Completion	Improves freight mobility; access for air shippers and port to industrial district	\$500
ADVANCED TECHNOLOGY BRANCH PROJECTS			
Various	Deploy CVISN at Spokane, Wallula, I-82, and Plymouth	Reduce delays to trucks by computerized identification and data transfer.	\$200
Various	Border Transponder System Integration (Total Project = 1,800K)	Promotes faster freight crossing at international border.	\$800
Various	Hazardous Materials Highway Security (Project Total – 794K)	Enhances security by routing and tracking hazardous	\$397

B. Freight Rail

Freight Rail Assistance Program Projects

(Dollars in thousands)

County	Project Name	Budget
Adams	Columbia Basin RR Connell to Warden Upgrade	\$540
Benton	Port of Benton Industrial Spur to Rock Quarry	\$500
Chelan	Transload Improvements in Wenatchee	\$1,600
Columbia	Port of Columbia	\$300
Columbia	Port of Columbia – Dayton Upgrade	\$300
Columbia	Blue Mtn. RR Walla Walla – Dayton Branch Line	\$4,488
Franklin	Columbia Basin RR Connell to Warden Upgrade	\$260
Grant	Palouse R & Coulee City RR Cheney-Coulee City	\$1,995
Grant	Columbia Basin RR Connell to Warden Upgrade	\$200
Grays	Grays Harbor County Saw Mill Spur	\$1,500
Grays	Puget Sound & Pacific Swing Bridge Repairs	\$1,000
Lewis	Tacoma Rail Mtn. Div. Morton Line Repairs	\$1,410
Lewis	Tacoma Rail Mtn. Div. Chehalis to Fredrickson Upgrade	\$1,530
Lincoln	Palouse R & Coulee City RR Cheney-Coulee City	\$7,140
Okanogan	Cascade & Columbia River Upgrade	\$500
Pierce	Tacoma Rail Mtn. Div. Morton Line Repairs	\$1,590
Pierce	City of Yelm RR	\$250
Pierce	Tacoma Rail Mtn. Div. Chehalis to Fredrickson Upgrade	\$3,876
Skagit	Mt. Vernon Terminal Log Transload	\$200
Skagit	Transload Improvements in Mt. Vernon	\$700
Spokane	Palouse R & Coulee City RR Cheney-Coulee City	\$1,365
Thurston	City of Yelm RR	\$250
Thurston	Tacoma Rail Mtn. Div. Chehalis to Fredrickson Upgrade	\$4,794
Whitman	Palouse R & Coulee City RR Acquisition	\$12,000
Whitman	Palouse R & Coulee City RR Bridge Repairs	\$500

Referendum 51 Freight Related Projects

B. Freight Rail, continued

Freight Rail Assistance Program Projects

(Dollars in thousands)

County	Project Name	Budget
Yakima	Lumber Spur to Tribal Saw Mill	\$640
Yakima	Yakima County Improvements	\$300
	Statewide Flex Funds for Economic Development	\$500
	Statewide 286K-pound Projects	\$39,800
	TOTAL	\$96,940
Walla Walla	Blue Mtn. RR Wallula to Walla Walla Upgrade	\$1,200
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Referendum 51 Freight Related Projects

D. Freight Mobility Strategic Investment Board, continued

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	difference		(\$2,750)